

SHARK**Collection Phase**

From	To
Sharon Lin/R9/USEPA/US	"Keith Howard" <KHoward@cwclaw.com> "Keith Howard" <KHoward@cwclaw.com>,
CC	BCC
Subject	Date/Time
RE: Berth Dredging at Levin-Richmond Terminal	06/28/2007 04:05 PM

Item Body

Thanks for the information, Keith.

Here is the proposed sediment sampling locations (red triangle) in the draft sampling and analysis plan. If you have any questions, please feel free to give me a call.

I will be sending out an email, asking for folks' availability for a stakeholders meeting. I hope to touch base with all stakeholders prior to our sediment sampling in late summer.

Thanks.



Figure_7_FSP_Prop_Locs.pdf

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"Keith Howard" <KHoward@cwclaw.com>

"Keith Howard"
<KHoward@cwclaw.com>
06/28/07 03:55 PM

To Sharon Lin/R9/USEPA/US@EPA
cc
Subject RE: Berth Dredging at Levin-Richmond Terminal

I spoke with Levin about your e-mail and relate the following:

1. Levin has not done any sampling, dredging, or work in the Lauritzen since before the Montrose entities did the sediment removal in the mid 1990's.
2. Levin periodically does depth surveys in berth B to determine what ships can dock there, how much

they can be loaded, and at which tides, etc. Levin is in the process of arranging for a depth new survey and will share the results with EPA.

3. Levin has done a considerable amount of work on berth A in the Santa Fee Channel. All of which has been approved by the DMMO before it has been undertaken. About 5 years ago they got a BCDC permit to do a seismic upgrade on berth A only and apparently the permit includes a requirement that wooden piles under berth A be removed as well as the abandoned piles in the Lauritzen. None of the work authorized by the permit has been done and an application has been filed to both amend the permit and extend its life for another 5 years. No work (pile removal or other wise) would or will be undertaken in the Lauritzen without EPA approval.

4. Because no portion of the Lauritzen has been dredged since the Montrose Remedial dredging in the 1990s berth B is badly silted in and is becoming unusable for the terminal. It is likely that Levin will be submitting to EPA some type of maintenance dredging proposal for berth B only, pending completion of the Feasibility Study and final remedy selection in order to keep the company in business.

My understanding is that EPA will be doing additional sampling in the Lauritzen in the next several months and will share its proposed sampling plan with Levin. I look forward to receipt of that plan when it is available.

Should you have questions or comments regarding this e-mail do not hesitate to call.

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From: Lin.Sharon@epamail.epa.gov [mailto:Lin.Sharon@epamail.epa.gov]
Sent: Wednesday, June 27, 2007 3:32 PM

To: Keith Howard
Subject: Fw: Berth Dredging at Levin-Richmond Terminal

fyi.

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----- Forwarded by Sharon Lin/R9/USEPA/US on 06/27/07 03:31 PM -----

Sharon Lin/R9/USEPA/US

06/18/07 02:20 PM

To jim cannon
cc
Subject Berth Dredging at Levin-Richmond Terminal

Hi, Jim,

Thanks for the field tour two weeks ago. It was a great introduction to the site.

I want to follow up with you on the details of the LRTC berth dredging. Would you please let me know

- (1) scope of the proposed dredging including the mitigation (removing the pilings) actions
- (2) permit number
- (3) agency point of contact (e.g. BCDC) for the permit

I'm interested in coordinating with the appropriate parties. Thanks.

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